

AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Currently Amended) A system for triggering at least one restraining device comprising:

at least one non-pedestrian-impact sensor for transmitting a first signal;
at least one pedestrian-impact sensor for transmitting a second signal; and
a processor for receiving the first and second signals, the processor being adapted to trigger the at least one restraining device as a function of a combination of the first and second signals,

wherein the at least one non-pedestrian-impact sensor includes an acceleration sensor,
and

wherein the at least one non-pedestrian-impact sensor includes an acceleration sensor and determines a parameter corresponding to an actual physical force resulting from an object that actually and physically contacts the vehicle.

2. (Original) The system according to claim 1, wherein the processor determines a crash type and a crash severity from the combination for the triggering of the restraining device.

3. (Original) The system according to claim 1, further comprising at least one of (a) at least one passenger sensor and (b) at least one precrash sensor, wherein the processor, in the triggering of the restraining device, further takes signals from the at least one of (a) and (b) into account.

4. (Original) The system according to claim 1, wherein the at least one pedestrian-impact sensor is situated in a front bumper of a vehicle.

5. (Original) The system according to claim 1, wherein the at least one pedestrian-impact sensor is situated in a rear bumper of a vehicle.

6. (Original) The system according to claim 1, wherein the at least one pedestrian-impact sensor is configured as a side-impact sensor.

7. (Previously Presented) The system according to claim 1, wherein the at least one non-pedestrian-impact sensor is embodied in a control device.

8. (Previously Presented) The system according to claim 1, wherein the at least one non-pedestrian-impact sensor includes a peripheral sensor.

9. (Previously Presented) The system according to claim 1, wherein the at least one non-pedestrian-impact sensor includes a deformation sensor.

10. (Previously Presented) The system according to claim 9, wherein the deformation sensor includes one of a piezo sensor, an optical sensor, a temperature sensor, and a pressure sensor.

11. (Previously Presented) The system according to claim 9, wherein the acceleration sensor is one of a micromechanical sensor and a switch.

12. (Previously Presented) The system according to claim 1, wherein the pedestrian-impact sensor includes at least one of a piezo-foil, a strain gauge, an optical sensor, and a sensor of composite.

13. (Previously Presented) The system according to claim 6, wherein the at least one pedestrian-impact sensor is situated in a trim molding of a vehicle.

14. (Previously Presented) The system according to claim 1, wherein the at least one restraining device includes at least one of an airbag and a belt tightener.

15. (Previously Presented) The system according to claim 1, wherein the processor triggers the at least one restraining device in a gradual manner.

16. (Previously Presented) The system according to claim 1, wherein the processor triggers a particular one of a plurality of restraining devices based on a passenger weight.

17. (Previously Presented) The system according to claim 1, wherein the at least one pedestrian-impact sensor extends across an entire side of a vehicle.

18. (Previously Presented) The system according to claim 3, wherein the at least one precrash sensor includes at least one of an ultrasound sensor, a video sensor, and a radar sensor.

19. (Previously Presented) The system according to claim 1, wherein the restraining device is a vehicle-occupant restraining device.

20. (New) A system for triggering at least one restraining device comprising:
 at least one non-pedestrian-impact sensor for transmitting a first signal;
 at least one pedestrian-impact sensor for transmitting a second signal; and
 a processor for receiving the first and second signals, the processor being adapted to trigger the at least one restraining device as a function of a combination of the first and second signals,
 wherein the at least one non-pedestrian-impact sensor includes an acceleration sensor,
 wherein a first one of the at least one pedestrian-impact sensor is situated in a rear bumper of a vehicle, and a second one of the at least one pedestrian-impact sensor extends across an entire side of a vehicle.